well as the excise duty thereon; etc. since 1st October, 1988 ranging from rupees ten thousand to fifteen thousand;

(b) if so, the details thereof and the reasons therefor; and

(c) how many times the prices of above mentioned vehicles have been increased after the presentation of the budget for the year 1988-89?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) and (b) Govt. have not increased excise duty leviable on automobiles w.e.f. October 1988. Major manufacturers of passenger cars such as Maruti Udyog Ltd. Hindustan Motors Ltd., and Primier Automobile Ltd. have reported that they have not increased the prices of their vehicles since 1st October, '88. Similarly medium and heavy commercial vehicle manufacturers like TELCO and Ashok Leyland have reported no increase in the prices of their vehicles since 1st Oct. '88. In the light commercial vehicle sector, Allwyn Nissan Ltd. and Bajaj Tempo Ltd. have similarly reported no increase in the prices since 1st October, 1988 except in the case of Matador F-305 series of vehicles being manufactured by Bajaj Tempo Ltd. in which case the final price to the consumers has been inceased from 1st October, 1988 for the reasons that the company has not been able to fulfil the terms and conditions for claiming concessional rate of excise duties. Manufacturers like Eicher Motor Ltd., DCM-Toyota Ltd. and Swaraj Mazada Ltd., have also reported increase of prices of their vehicles after 1st October '88 and the reasons for the increases in price have been attributed to factors like appreciation of Japanese Yen.

(c) Manufacturers as referred to in part (a) of the question have reported the following increases in the prices of their vehicles after presentation of the Union Budget for the year 1988-89.

Name of the manufacturers	Type of vehicle	Date on which prices increased
1. Maruti Udyog Ltd.	All Maruti vehicles	1-3-88 and 21-5-88
2. Hindustan Motors Ltd.	All passenger cars	8-4-88
3. Premier Automobiles Ltd.	All passenger cars	29-7-88
4. Bajaj Tempo Ltd.	All light commercial vehicles	1-3-88
	Matador F-305 series	1-10-88
5. Allwyn Nissan Ltd.	Light Commercial vehicles	12-8-88

Butyl rubber plant at Visakhapatnam in collaboration with Soviet Union

1209. SHRI YALLA SESI BHUSHANA RAO: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the Modi Rubber Limited intends to set up a Butyl rubber plant at Visakhapatnam in collaboration with Central Rubber Institute of the Soviet Union; and

(b) whether the proposal would be cleared as by Government as well as the Soviet Authorities by the end of this year?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and

(b) M/s. Modi Rubber Limited had submitted an application for licence for manufacture of 25,000 tpa of Butyl Rubber and the application has been rejected on techno-economic considerations.

Steps to improve the efficiency of tractors

1210. SHRI YALLA SESI BHUSHANA RAO:

SHRI RAM NARESH YADAV:

Will the Minister of INDUSTRY be pleased to state:

(a) what steps Government have taken to desist the tractor industry from increasing prices to help small farmers;

(b) whether it is a fact that a Planning Commission working group stated that the design of trailers and implements greatly affected tractor's efficiency; and

(c) what steps Government have taken to improve tractor's efficiency?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) As per the present policy of the Government, existing manufacturers can produce any range of tractors within their licensed capacity. There is sufficient competition in the tractor industry to keep a check on prices. Moreover, Government have exempted tractors upto 1800CC engine capacity from the levy of excise duty.

(b) It is true that the design of trailers and implements used with tractor affects its operational efficiency.

(c) Government have allowed the import of machinery and technology by tractor units to modernise the technology of their engines in terms of fuel efficiency, noise/vibration levels and life of components. Govt. also allows import of know-how from foreign collaborators for upgradation of technology for important aggregates like transmissions hydraulics and body styling, etc.

Delicensing facility to MRTP and FERA companies

1211. SHRI GURUDAS DAS GUPTA:

SHRI N. E. BALARAM:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are considering a proposal to extend the delicensing facility to MRTP and FERA companies for setting up industries in backward and other areas; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) and (b) The scheme of delicensing of industries was extended to MRTP/FERA companies in respect of 20 Appendix-I industries in March, 1986. In December 1987, it was further extended to 26 more Appendix-I industries for location in any centrally declared backward area and 24 non-Appendix-I industries for location in category 'A' backward districts. Further, the delicensing scheme applicable to non MRTP/FERA companies was made available to Section 20 (b) MRTP companies also by the notification of 30 June, 1988. Liberalisation of the licensing regime is a continuous process and appropriate measures are taken from time to time to accelerate industrial growth and investment.